

**NORTH CAROLINA WING
U.S. CIVIL AIR PATROL
U.S. Air Force Auxilliary**



CAROLINA WINGSPAN

October-November 2007



**Capt. Rob Mason (L) accepts NC Senior Member of the Year Award
From Col. Larry Ragland at 2007 Annual Conference
(See page 6 for more awards and activities)**

Carolina Wingspan is publication of the North Carolina Wing, Civil Air Patrol, Wing Headquarters,
P O Box 2082 Burlington, NC 27216-2082. The opinions expressed herein are those of the individual
contributors and may not reflect the opinions of Civil Air Patrol or its leadership.

Final Salute

It is with great sadness that I report the passing today of Col Ed Phipps, CAP. Col Phipps was a pilot at Costal Patrol Base #2 in Rehoboth Beach, DE. He resided in Hunt Valley, MD.

More information will be provided as it becomes available.

Col Kay Joslin Walling
Middle East Region Commander

High Flyer

“Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I’ve climbed, and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov’ring there
I’ve chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long delirious, burning blue,
I’ve topped the windswept heights with easy grace
Where never lark, or even eagle flew -
And, while with silent lifting mind I’ve trod
The high untresspassed sanctity of space,
Put out my hand and touched the face of God.”
Pilot Officer Gillespie Magee

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Submitting articles to Carolina WingSpan:

Electronic submissions are necessary. Send articles and photos to:

carolina.wingspan@gmail.com

Create article in MS Word and attach it to the Email. Please do not submit .pdf files as formatting them can be a real problem. Attach photos formatted in JPEG or TIF also.

Photo files should be around 1.5 to 2.5 mb.

Thank you! 1st. Lt Don Penven, Editor

Commander's Call

NCWG/CC 2007 Wing Conference address:

20 October 2007

General Rudisill, Colonel Strough, Colonel Shaffer, Mayor Wright, visitors and guests, and my fellow NC Wing members, welcome to the 2007 edition of the North Carolina Wing Conference.

Wow!! This has been a fantastic year for North Carolina Wing. And now to have this tremendous turnout for the annual conference to top it off, I'm afraid the weight of my pride in this Wing is more than even a C5 Galaxy could hold. At the risk of making all the chests in this room expand with pride larger than the space available, let me tell you some reasons why I am so impressed with this wing.

This wing has excelled in all three of our charter missions this past year. We have a cadet program that is thriving, and thanks to the hard work of some very dedicated Officers, this wing sent a Cadet Color Guard to Middle East Region and won the first place award, along with the right to represent MER at National competition. Many of us cannot recall the last time a NC Wing cadet team competed at the National level. Efforts are underway to learn from this success and train more cadet units in what it takes to be successful at these competitions. I am also very pleased that NC Wing is the beneficiary of a grant from CC&PS that will help train our adult Officers on how to better mentor our cadets as they progress through this program. I want to thank Undersecretary Rudisill and ask him to please pass our appreciation on to Secretary Beatty for this important boost to our cadet program.

In Aerospace Education, this Wing has taken this mission and gone absolutely to the firewall. Our reporting, our internal and external AE programs, and our enthusiasm for Aerospace Education has exceeded anything we have ever accomplished in the past. This past year, I was very pleased to pick up trophies for First Place AE in MER, and third place AE for the Nation. And the great thing is you earned those awards by just having some fun with something we all love anyway. What a deal.

In Emergency Services, NC Wing had its Evaluated SAR exercise at Burlington this past Spring. We received an Overall Excellent Rating. The preplanning that Lt Col Crawford and his staff put into this exercise paid off big. And the hard training our members put into ES qualifications, and the development of ES skills necessary for the professional and competent approach to the ES services we provide made getting the Excellent rating possible. In these past two years we have managed to rebuild much of our ES capabilities in this Wing. Fortunately, we have been spared the hurricanes and other massive disasters we have had in other years. But there is no doubt we have the ability to respond, and to respond quickly and effectively, whether it is a natural disaster or a missing person or missing aircraft.

In addition to the ES skills, NC Wing Operations has enjoyed the number one spot in all of CAP for aircraft utilization for almost all of this past year. We have gone well beyond the minimum 200 hours per aircraft. We have proven by our performance that we can convert training dollars into valuable Pilot and ES skills and I can assure you I have duly informed higher echelons that if we had more aircraft, we could do more. What is truly amazing and of significant importance is that you have

Continued from Page 3

done all this while conducting all our operations in as safe a manner as possible. In fact, your safety efforts have been so significant that I had the privilege at the past National Board meeting of picking up for this Wing the Paul Turner Safety award. This award is only given to one Wing each year, and North Carolina Wing certainly deserved this recognition for your outstanding diligence and professionalism at seeing to the safety of your fellow volunteers. You did this by taking Operational Risk Management as a serious tool to prevent accidents and reduce unnecessary and unwarranted risk. I now speak of NC Wing as being the Hub of the Prop, because you have taken our message of Safety being the hub of the prop and made it the shining center of what we do.

Now all of this is impressive. But I have one other item that I find equally as impressive. When I took Command I had great concerns about this Wing's ability to adapt to change. You really did not need a crystal ball to know that change was on the horizon. I warned the Wing at that time that change was coming, and then we were thrust into many changes. We went from 8 groups to three so that we better aligned with the state of North Carolina's Emergency Management regions. Because of aircraft number caps, we were forced to reduce our A/C fleet and do more with less. We have had to quickly adapt to new missions such as ARCHER and SDIS. We jumped head first into the new technology age, where computers were not a convenient extra tool for a few smart members, but an absolute necessity for everyday business by every member. We took on the enormous task of implementing the Unit Consolidated Fund program to help CAP obtain an unqualified audit. And most recently we have dealt with sudden unexpected changes at the National Command level. Through all of this, North Carolina Wing has shown professionalism, courage, commitment, and the will to put self aside for the needs of the Wing. Your ability to adapt to change and to keep your focus on your missions is the single most impressive character of this wing in my humble estimation. That ability was not attained by any training CAP provided, but it was something that came from the character of each one of you. It is that character and sense of honor of service I have come to appreciate more than you know.

Now, I would be remiss if I did not tell you there is still room for improvement in NC Wing. We still have some challenges in our future. You are performing in an outstanding manner, but we will all have to be patient as the Region Commander and I try to convince others of your real and genuine need for additional aircraft in this Wing. We are expecting a new glass cockpit C182 this Fall. We will be challenged to keep our response times short while pilots are training to get proficient in these new and complex aircraft. We have a great need for additional ARCHER operators, and due to no fault of any of you, we are facing a tremendous challenge in getting more operators trained by National HQ. NC Wing is not doing so well in the area of recruitment and retention. We work very hard in this Wing, and it is not the kind of duty for the partially committed volunteer. Unfortunately, I am still hearing some stories of potential new members being turned away by local Squadron Commanders. Sometimes they are being turned away simply because of inattention and no interest. The potential members don't get that feeling of being appreciated that is so vital for volunteers. I was very pleased with the efforts by so many recently to help with the Air Show at Pope Air Force Base. Your service not only allowed active military personnel to spend some more time with their families, but you also supported a great recruitment weekend for CAP. Recruitment and retention must become a priority for every unit in NC Wing if we intend to keep our commitments of service.

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Now I want to take a moment to congratulate Lt Col Lucy Davis on her new appointment as the Director of the CAP Division of CC&PS. Gen Rudisill, I can assure you that the right choice has been made and I know this lady will make you proud. I also want to take this opportunity to thank our three Group Commanders in this Wing for the outstanding and sometimes thankless job they do. As I have told them on many occasions, these three gentlemen are in command of groups that are larger than many Wings in CAP. They should be appreciated and respected for making it possible for the squadrons to enjoy the success they do.

I also want to thank Lt Col Wes Surratt for his tireless service as your Vice Commander. You may not know all he does, but I assure you he is always prepared to take command and his advice and counsel has been an invaluable asset to me. In addition, I want to thank Lt Col Roy Douglass for his outstanding service as Wing Chief of Staff. His commitment to this Wing is evident every day as he works with the Wing Staff to support your programs. These two gentlemen do so much for this Wing everyday and we could not have the success we have without their hard work.

The theme of this conference is A Tradition of Service. As you attend the seminars this afternoon and go about doing the fantastic job you do for CAP, just keep in mind that the things we do today and now will become the tradition of service for future generations of NC Wing CAP members. Many of our cadets may be Wing Commanders of the future. They will look back during this period of war time service in much of the same terms we look back on the service of NC Wing CAP during WWII. You have the opportunity today to be a part of that tradition and I truly do consider it an honor and a privilege to serve as Your Wing Commander during these times. Please be safe and have a great time at this conference.

Aerospace Education classes by Capt. Marvel

I stopped by the office of USAF Major Queen Williams who is the commander of JROTC at Salisbury High School. Being on the parade committee for the upcoming Veterans Day Parade, I needed some cadets to carry the Service Flags for each branch of service, and march just behind the Rowan Co. Military Color Guard. She volunteered her whole unit, which was great.

Before I left, she sold me a box of Christmas fruit and made me promise to teach two classes in aerospace education. The subject was to be Introduction To Flight, Module One. In particular the Daniel Bernoulli and Isaac Newton's Laws and experiments. She had heard about Capt. Marvel's Flying screwdriver and wanted a demonstration.

I arrived at 0800 hours with my book, screwdriver, equipment and a model aircraft. (ME-109). When I entered, the room came to attention.

After introductions, I told the class, The subject was about what made an airplane fly and about two great men in aviation in the 1700's who never flew, but discovered the principals and laws of flight and to prove it, I was going to make a Screwdriver fly and float right before their eyes using their lift laws.

This got their attention and every time the class became to get a little rowdy, Major Williams quickly brought it under control. During the demonstration, each cadet flew the screwdriver, Coke bottle, and other objects found in the room.

After the demonstration and hands on experience. Major Williams had each cadet stand up and explain what they had learned, believe me, everyone knew the laws of lift and what makes an aircraft fly.

As I prepared to depart, each class gave me a big hand, thanked me. and came attention and saluted.

This is what it is all about, What a great day, What a great group of cadets, And what a great feeling to have your time and efforts appreciated.

James P. Williams Capt.
(Capt. Marvel)
AEO-PAO
US Civil Air Patrol

NC Wing Annual 2007 Conference

Awards summary:

Senior Member of the Year – Capt Rob Mason
Cadet of the Year – C/Lt Col Kelly Weeks
Aerospace Education of the Year – Lt Col Wallace Courtney
2007 NC Wing Cadet Programs Squadron of the Year – Asheville Composite Squadron
2007 NC Wing Cadet Programs Officer of the Year – Maj Albert Therriault
2007 Chaplain of the Year – Chaplain Maj David Bobbey
2007 Emergency Services Unit of the Year – 1st Lt John Reynolds
2007 Public Affairs Officer of the Year – Capt. Elizabeth Butrim
2007 Recruitment/Retention Officer of the Year – Maj James T. Styles
2007 Safety Officer of the Year – Lt Carlos L. Alfonso
Squadron of Merit – Raleigh-Wake Composite Squadron
2007 Communicator of the Year – Cadet Lt Col Kelly Weeks



C/Lt Col Kelly Weeks--Cadet of the Year



Maj. Al Therriault--Cadet Programs Officer of the Year



1st. Lt. John Reynolds accepts the ES Unit of the year Award for South Piedmont Senior Squadron.



Capt. Elizabeth Butrim--NC Public Affairs Officer of the Year.



Wings, Rotors and Promotions Mix Well

Raleigh-Wake Cadets visit NC National Guard Base

With an invitation from SSG Robert A. Cook NCARNG, Det V RRNCO, Raleigh-Wake Cadets and guests spent the evening touring the Army National Guard Unit based at the RDU airport. SSG Cook introduced the group to the unit's Apache Attack Helicopter and maintenance facilities. He explained to the cadets that there are two folks that get to ride in the bird, but it takes a very much larger team to make it fly. From the maintenance crews that do the repairs and routine checks, the folks that have to feed the working crews, to the folks that have to complete the paperwork. It is a team that keeps the helos flying.

Using the helicopters for a background three cadets were promoted, C/CMSgt First Sgt W. Ross Hertzler ,C/TSgt Seth Hall, and C/SrA Taylor Huneycutt. Also recognized during the evening were C/SrA Taylor Huneycutt, C/Amn Tyler Shanley and C/Amn Zachery Kerr for their personal initiative, dedication and professionalism when rendering First Aid to a child at the Johnston County Open House. During the open house a small child walked into the trailing edge of a wing and the cadets immediately stepped in to assist in the situation.

Wings at a helicopter unit? Yes, NC Wings two newest solo pilots C/Capt Hamilton Evrard and C/CMSgt W. Ross Hertzler were pinned with solo wings under the rotor blades.

Maj. Al Therriault
Deputy Commander for Cadets



NTSB Report

SCOTT CROSSFIELD

The airplane flew into an area of severe thunderstorms identified as a mesoscale convective system (or “MCS”) with intense to extreme intensities during cruise flight at 11,000 feet then descended rapidly and impacted the terrain. The on-scene investigation revealed no preimpact mechanical malfunctions or anomalies that would have prevented the normal operation of the airplane or its systems.

The airplane entered the severe convective weather; the pilot then requested and received clearance from the air traffic controller to initiate a turn to escape the weather. The airplane was lost from radar about 30 seconds after the pilot initiated the turn. Before the airplane entered the weather, the controller’s radar scope depicted a band of moderate to extreme weather along the accident airplane’s projected flightpath that was consistent with an embedded, heavy-precipitation, supercell-type thunderstorm; however, the controller did not provide the pilot with any severe weather advisories and did not advise the pilot of the weather depicted on his radar scope.

Although Federal Aviation Administration directives state that controllers should give first priority to separating aircraft and issuing safety alerts, the directives further state that controllers should use good judgment and first perform the action that is most critical from a safety standpoint. Review of air traffic communications and radar data identified no air traffic control (ATC) radar limitations, no excessive traffic, no radio frequency congestion, and no controller workload issues that would have prevented the controller from issuing pertinent weather information to the accident pilot. On the basis of the controller’s workload and available resources, he should have recognized that the adverse weather represented an immediate safety hazard to the accident flight and should have provided appropriate advisories to the pilot.

The pilot obtained several weather briefings before departure. At that time, the current weather along the route of flight showed significant convective activity and a moving squall line, and the forecast predicted significant thunderstorm activity along the planned route of flight. The pilot also discussed the weather with an acquaintance, mentioning that he might need to work his way around some weather. On the basis of the weather information obtained by the pilot and his comments regarding the weather, the pilot was aware before departure that he would likely encounter adverse weather along the planned route of flight; however, by the time the airplane encountered the weather, the pilot had been airborne for over an hour and had not requested any updated weather information from air traffic controllers. The airplane was equipped with a BF Goodrich WX-950 Stormscope, which has some ability to depict the location and frequency of lightning strikes in the vicinity of the airplane; however, the investigation could not determine if and how this equipment may have been used during the flight. The airplane was not configured to display satellite weather information on its global positioning systems.

In October 2006, the National Transportation Safety Board issued Safety Alert SA-11, “Thunderstorm Encounters,” as a result of this accident and three other fatal accidents that involved in-flight encounters with severe weather. The safety alert addresses ATC involvement in these accidents. The alert also states that IFR pilots need to actively maintain awareness of severe weather along their route of flight, and it provides suggestions to assist pilots in avoiding involvement in similar accidents. The safety alert can be found at the Safety Board’s Web site at .

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The pilot’s failure to obtain updated en route weather information, which resulted in his continued instrument flight into a widespread area of severe convective activity, and the air traffic controller’s failure to provide adverse weather avoidance assistance, as required by Federal Aviation Administration directives, both of which led to the airplane’s encounter with a severe thunderstorm and subsequent loss of control.

News from Group 3

Cunningham Field Composite Squadron honored Maj Fred Eldredge for his faithful service to the cadets of Group Three at an award ceremony 25 SEP at MCAS Cherry Point. The Major was commended for many years of providing cadet orientation flights to NCWG. Commander Lin Dabney presented Maj Fred with a plaque for his service to CAP in eastern NC.

Photo outline:

Cadets and Officers presented Fred Eldredge of Coastal Patrol Base 21 with a plaque honoring his service as orientation flight pilot 25 SEP 2007. Maj Eldredge and Captain Linda Eldredge are on the right with Commander Capt. Linwood Dabney of the Cunningham Field Composite Squadron.

Maj. Mary Anne Fleagle
Cunningham Field Sqdn. PAO



Coastal Patrol Base 21 member honored

It comes as no surprise to Maj. Linda Eldredge when she sees her husband, Maj. Fred Eldredge receive an award, as she did above, But when it is her turn she said, "I was speechless. I am still in shock."

Lt. Col. Dan Ellis presented Maj. Eldredge with the Grover Loening Award and a Lifetime Achievement Award in Public Affairs at a recent squadron meeting. "My goodness, what in the world do I do to follow this one?" She said.



Carolina Wing Tips

In FY2007 (1 October 2006 - 30 September 2007), NCWG prosecuted 91 actual missions, broken down as 2 DR missions and 89 SAR missions. This averages out to just over 8 missions per month. There were 9 more SAR missions in FY2007 than in FY2006.

Ladies and Gentlemen: Please join me and the ES team in congratulating Capt. Joe Weinflash of the Ashville Composite Squadron in being selected as the Wing's latest Incident Commander 3 Trainee (IC3(T)). As you all know this is no small accomplishment. Being selected to train as an Incident Commander is the result of years of continuous hard work, study, and dedication to the ES Program. It requires a thorough knowledge of all the regulations, from Safety, Communications, Air Operations, Ground Operations, and an understanding of the basics of ICS and NIMS.

Over the course of the next number of months Capt Weinflash will begin running missions, under the watchful eye of one of the Wings more seasoned Incident Commanders. I'm sure you will all enjoy working with him and will provide him with the highest levels of support.

Please take a moment when you see him to congratulate him on this achievement.

Lt Col Jeff Willis, CAP
NCWG Senior Incident Commander
jwillis@ncwg.cap.gov

Cadets Nicholas Revels and Gregory Morris, of the Johnston Co. Cadet Squadron, Civil Air Patrol were recently promoted in a ceremony conducted at the Johnston Co. Airport Open House. Cadet Morris was promoted to Senior Airman, and Revels was promoted to Senior Master Sergeant.

Submitted by:
Lt. Col. Donald Beckett
PAO, Johnston Co. Cadei Sqdn.



On Friday, 19 October 2007; possibly the largest class ever graduated from the 2007 National Staff College held at Maxwell, AFB, AL. Ninety-seven senior officers representing 42 Wings and all 8 Regions made up the 2007 class. **Five** senior officers from your NC Wing were among these graduates.

Major Max Benbow, Major Chaplain David Bobbey, Lt Col Eric Grant, Lt Col George Lowrance and Lt Col Tom Weber are to be commended for dedicating a week of their time, talents, and resources to complete this the final training requirement in the CAP Professional Development Program.

Congratulations to each of them!
Regards,
Lt Col Tom Weber, CAP
NCWG Dir. Prof. Dev.

NORTH CAROLINA WING TEAM COMPETES IN PISTOL MATCH

Submitted by Lt Col Roy Douglass

Photos by Lt Col Lucy Davis and Lt Col Douglass

Six North Carolina Wing members comprised our wing team that competed in the North Carolina Adjutant General's (AG) invitational pistol match at Camp Butner on 28 September 2007. More than 90 shooters were entered in the 17th annual AG invitational pistol match. The six CAP members on our pistol team are all from the wing headquarters. They are: 1st Lt Keith Savoy, Director of Communications; Lt Col Jeff Willis, Senior Incident Commander; Lt Col David Ritter, Recruiting and Retention Officer; Lt Col David Crawford, Director of Operations; Col Larry Ragland, Wing Commander and first alternate; and Lt Col Roy Douglass, Wing Chief of Staff and team captain. Lt Col Lucy Davis, CAP Director, MS Kathy Gaddy, and Capt Andy Wiggs, Wing Emergency Services Officer were on hand to support and witness the fine shooting attempts of the team. A barbeque lunch was enjoyed by all before the match began.

Although our CAP team was not one of the top three teams that competed (all of whom were either law enforcement or military personnel), our team had enough fun and fellowship to make the effort very worthwhile, not to mention meeting other participants from Crime Control and Public Safety. This is the second time NC Wing fielded a pistol team. The first time was for the 2004 AG pistol competition at Camp Butner.



NC Wing Operations

Effective 1 October, the following staff changes will take place in the Operations Directorate.

Capt Andy Wiggs will take over as Emergency Services Officer reporting to the Director of Operations. He will be responsible for the overall Emergency Services Program, with emphasis on training, planning and execution. Lt Col Jeff Willis remains as the SAR/DR Officer, but takes on the additional role as Senior Incident Commander. In this capacity he will be responsible for the continuing education of our current Incident Commanders and the training program for future Incident Commanders.

Operationally, he will be responsible for supervising the Incident Commanders during the execution of actual and training missions. Additionally he will be the Operations Directorate Special Projects Officer. Capt Rob Mason will continue serving as ES Training Officer as an additional duty. Capt Sal Tripoli continues to serve as the Stan/Eval Officer on an interim basis, however we are still seeking someone to take this position as a full-time duty.

Capt Tim Tessin of the Raleigh-Wake Squadron will take on the additional duty of Orientation Flight Coordinator for Fiscal Year 2008. We thank Maj Matt Mickelson for his service as the OFlight Coordinator for Fiscal Year 2007.

More information concerning the specifics of the Operations program for North Carolina Wing for Fiscal Year 2008 will be forthcoming as it develops. Areas where significant changes can be expected are Orientation Flight reporting and reimbursement procedures, and aircraft operations.

David E. Crawford, Lt Col, CAP
Director of Operations, North Carolina Wing
Civil Air Patrol
On the web: www.ncwg.cap.gov or www.cap.gov



Cadets March in Veteran's Day Parade Apex and Raleigh-Wake Cadets Participate

Cadets and Senior Officers from the Apex Cadet and Raleigh-Wake Comp Squadrons joined forces to honor our nations veterans in the Raleigh Veteran Day Parade. With a 10 person Color Guard, cadets carried the flags of each branch of the service, the POW flag along with the United States and North Carolina flag. This is the second year that the two squadrons combine forces in the parade. Another addition was a 'mini-float' which played the service marches and was topped with a C-172.

Maj. Al Therriault
Deputy Commander for Cadets, NC-048



Pope Air Force Base Air Show



Photo by: Lt. Col. John Donahue

Congratulations to NC Wing. You did an outstanding job of answering the call for help from our AF brothers and sisters at Pope AFB. Many active duty personnel were able to enjoy the weekend with their families before being deployed in the next few weeks because you came and helped fill needs that they did not have to. I understand we even had the great CAP volunteers from as far away as Asheville attend to help out. I am very proud of this Wing and the commitment our members continue to show for our missions.

I want to commend Captain Rob Mason, Kathy Gaddy, and Lt Col Dave Ritter on the great efforts they put into planning and executing this exercise. They deserve big kudos for taking this on and making it happen.
Great job all around.

Larry J. Ragland, Colonel, CAP
NC Wing Commander



Photo by: Lt. Col. John Donahue



Scottish Cadets

Photo by: Capt. Dave Oldham

NTSB Report

Accident occurred Friday, September 07, 2007 in Mooresville, NC

Aircraft: Cessna 172, registration: N6729A

Injuries: 1 Uninjured.

The pilot stated that he moved the airplane before his preflight inspection, which included placing it in a nose-high position several times. During his preflight inspection, he checked both wing fuel tanks and gascolator for contaminants. Water was detected and removed from the left wing fuel tank but no water was found in the right fuel tank or gascolator. The flight departed and approximately 20 minutes into the flight, the engine experienced a loss of rpm. He added full throttle then applied carburetor heat. The engine rpm increased slightly after he applied carburetor heat but the engine rpm returned to the previous setting. He leaned the fuel/air ratio, but this did not restore engine power. He then moved the fuel selector valve from the “both” position, to the “left” and “right” positions; this did not restore engine power. Knowing the area, he maneuvered for a forced landing on a fairway at a nearby golf course, but pulled up to avoid golfers who had entered the fairway. As a result, the airplane landed longer than anticipated and while nearly slowed, the nose landing gear contacted a curb. The nose landing gear fork fractured and the left wing then contacted the ground. He exited the airplane.

NTSB Report

Accident occurred Wednesday, September 12, 2007 in Morganton, NC

Aircraft: Schleicher ASW-24E, registration: N24WR

Injuries: 1 Uninjured.

The pilot stated that after being towed aloft, light winds and light lift existed. He elected to return because he was not flying well, and while turning base to final, the left wing contacted the ground. He further reported that the traffic pattern was entered too low, and the airspeed was not maintained. Additionally, he had not flown the glider in the previous 2 years, and his “Lack of recent flying time is the major factor resulting in poor decisions on landing resulting in major damage to the glider.”

On a warm Saturday a group of cadets from NC048 assisted with the Hope Lutheran “ Support Our Troops Team” at their annual fund raising fun run and walk in Wake Forest.

The Team raises funds each year to support the Fisher House at Fort Bragg, the Wounded Warriors Barracks at Camp Lajuene , the USO and for sending care packages, cards and letters to our military serving overseas. This year the participants were able to view two flag ceremonies. The Wake Forest- Rolesville High School Army JR ROTC presented the Colors with the National Anthem and then followed with a sword team demonstration.

The march passed by the Wake Forest Veterans Memorial where the Raleigh-Wake Color Guard presented the Colors with Taps, while the runners/walkers paid there respects to those who have made the ultimate sacrifice for their country. Cadets also assisted with the watering stop at the same location.

Color Guard Posts colors at Wake Forest memorial



Photo by: Maj Therriault

Maj. Al Therriault

Deputy Commander for Cadets - NC-048



NATIONAL HEADQUARTERS
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
MAXWELL AIR FORCE BASE, ALABAMA 36112-6332

24 October 2007

MEMORANDUM FOR NATIONAL BOARD

SUBJECT: Use of CAP Private Pilots for AFROTC Orientation Flights

1. A recent FAA extension to Civil Air Patrol's Exemption 6771 includes a clarification that now allows CAP to use private pilots to conduct Air Force Reserve Officer Training Corps (AFROTC) cadet orientation flights. This eliminates the commercial certificate and class II medical requirements of CAPR 60-1, paragraph 3-2.f.(2). The 300 hour Pilot in Command (PIC) time requirement remains. This means that private pilots with 300 hour PIC time in category and class of airplane are authorized to fly AFROTC cadets on orientation flights. These pilots must be approved in eServices "Operations Qualifications" as AFROTC qualified pilots before they can conduct these flights.
2. This change will also be applicable to AFJROTC orientation flights whenever they are authorized by the Air Staff. A revised CAPR 60-1 reflecting this change will be available for review/comments on the web soon.

AMY S. COURTER
Brigadier General, CAP
Interim National Commander

cc:
HQ CAP/EX/EXA/MD/DO/GC/LG/IT/NOC
CAP/DCS Operations (Skiba)
HQ CAP-USAF/CC/XO/JA
CAP-USAF LR/CCs
State Directors

NC Wing conducts impromptu Highbird exercise

40 ground stations transmit through airborne repeater

1st. Lt. Don Penven
Deputy NCWG PAO

Raleigh, NC – Civil Air patrol members in Groups Two and Three were alerted to prepare for a Very High Frequency (VHF) communications exercise late Thursday afternoon. These two groups cover from Virginia to South Carolina through the Central Piedmont and all of the Coastal Plain—an area the size of Maryland and Delaware combined. Two NC Wing aircraft with full aircrews launched as the sun was setting. One was equipped with a highbird repeater, and the other was on a routine training mission. They were directed to orbit at altitudes of from 6,500 to 7,000 feet, one to the North near the Virginia border, and the other in the area near Fayetteville and Ft. Bragg.

The exercise began at 8:00 p.m. when the net control station (NCS), manned by NC Director of Communications 1st. Lt. Keith Savoy, began calling for check-ins. Savoy explained that VHF signals are limited to line of sight, and some of the nine VHF repeaters scattered about the state have an average range of 50-60 miles, depending on terrain. Savoy said, “An airborne repeater at 7000 feet has the potential to pickup and retransmit ground signals within a radius of over 100 miles. Therefore, two ground stations 200 miles apart can easily communicate with each other through a highbird repeater.”

Lt. Col. David Crawford, NC Wing Director of Operations, said that the data gained from the exercise was of enormous value. “Our communications and emergency services directorates were responsible for the planning and execution. Operations provided the funding.” Crawford said that the NC Wing has provided disaster relief following numerous damaging hurricanes and other weather phenomena, and this year’s hurricane season still has more than a month to go. “Exercises of this nature show us our strengths and weaknesses in order to keep our communications and membership at the peak of effectiveness.” Crawford also served as the mission’s Incident Commander.

Lt. Col. Jeff Willis was pilot in command of the Highbird mission and Capt. Dion Viventi served as copilot. Willis said, “Since Emergency Services is Communication’s biggest “Customer” we have a vested interest in supporting them in any way possible. We are extremely proud of the cooperation that we have with the Communications Department in NCWG.”

“Our net control and one alternate NCS logged in 40 stations,” Savoy said. “Altogether, it was an impressive demonstration of the versatility and capability of our operators and their equipment as well as their zeal. Looking upon it as a real-world situation, this was much more profound. We have been having problems with both HF (High Frequency) propagation and with the Carrboro (Chapel Hill) repeater. So, the traditional HF net proved to be useless at the same time a critical VHF repeater was down. If there had been a mission, it could have spelled disaster. Launching the highbird provided a working solution that was impressive in its scope.”

Savoy also said that within a few weeks a similar exercise will be conducted for the wing’s Group One, which is the mountain area of the state extending from Virginia to South Carolina and Georgia with Tennessee along the far western boundary.



Aerospace Education

Capt Paul Twiddy will assume the duties of Director of Aerospace Education, effective immediately. Capt Twiddy joined CAP in April 2004. He is a ground team member, qualified in SDIS, and is a mission observer trainee, among many other ES ratings.

Captain Twiddy has served as squadron aerospace education officer, public affairs officer, and recruiting officer. He received his Yeager Award in 2006, and also completed the AEO School in Pensacola, Florida. Captain Twiddy holds a senior rating in aerospace education and is aggressively pursuing his master rating and his certificate of proficiency.

Capt James P. Williams prefers to serve as, and has agreed to be, the Assistant Director of Aerospace Education, enabling the AE directorate to be two-deep in leadership. Capt Williams first joined CAP in 1965 then again in 2003 for a total of more than ten years. He is a CAP pilot and mission scanner as well as other ES ratings. He has been a squadron commander, public affairs officer, finance officer, and aerospace education officer. He earned his Yeager in 2004.

Captain Williams holds a master rating in aerospace education and public affairs, and he was selected as wing AEO in 2006 and MER AEO in 2007, as well as wing PAO in 2007. Capt Williams completed MER Staff College in June 2007 and subsequently attained his Garber Award.

Sincere thanks to both of these officers for their willingness to serve the North Carolina Wing.
Lt Col Roy Douglass
Wing Chief of Staff

I want to echo Lt Col Douglass' comments for Captain Twiddy and Captain Williams. Not only are both of these officers well suited to this position, but they have come forward to help the Wing fill these important slots at a time when we desperately need more volunteers at the Wing level. That is an important distinction, and worthy of your praise as NC Wing members.

Each NC Wing Staff member has come forth as servants of the whole, not as promotions to a higher position of recognition.

Throughout my command, all Wing Staff members have understood and accepted this definition of their service. I applaud all the Wing staff for the excellent job they tirelessly do for you, the members. Captain Twiddy and Captain Williams are just the latest good examples of the kind of stuff our Wing is made of. There are other Wing Staff positions open. If you are a member with some experience and expertise, then please consider stepping forward and serving your Wing in these important roles.

Thank you,

Larry J. Ragland, Colonel, CAP
NC Wing Commander

Editor's Note: Aerospace Education is one of our basic missions. I see lots of submissions to this newsletter from Emergency Services and Cadets--but I haven't seen much lately from AE! These two officers are top-notch and I am hoping that they'll jump right in and fill my inbox.

North Carolina Wing celebrates Red Ribbon week at the Carolina Balloon Fest

November 2, 2007

Along with 50 hot air balloons and thousands of spectators the North Carolina Wing Drug Demand Reduction Program celebrated Red Ribbon Week at the Carolina Balloon Fest held at the Statesville NC Regional Airport October 26-28, 2007. Red Ribbon Week is the oldest and largest drug prevention campaign in the country and commemorates the ultimate sacrifice made by DEA Special Agent Enrique “Kiki” Camarena, who died at the hands of drug traffickers in Mexico while fighting the battle against illegal drugs to keep our country and children safe. CAP members distributed approximately 8000 red ribbons during the Balloon Fest. In addition, CAP cadets and officers distributed drug abuse prevention and awareness literature at the event.

Cadets from the Iredell Composite Squadron and the Golden Eagle Composite Squadron also had an opportunity to participate in the ballooning competitions during Carolina Balloon Fest. Balloon pilots compete against each other based on accuracy. The object of the competition is to place a weighted streamer the closest to a target set by a third party or a lead balloon. The closest to the target gets the most points and over several flights this leads to an overall winner. Cadets were divided into scoring teams to determine which balloonist placed their streamer closest to the target.

The Civil Air Patrol Drug Demand Reduction program assists squadrons, groups, wings, and regions to instill an aggressive, positive, drug-free attitude in Civil Air Patrol members, Air Force families and communities. The DDR program promotes CAP as a positive community service lifestyle, encourages youth to remain in school, focuses on drug abuse education, prevention and awareness and provides positive activities as an alternative to drugs and gang violence.

Captain Jim Mixson – NC Wing Drug Demand Reduction Administrator

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North Carolina Wing Earns Two Top Awards At The 2007 CAP National PAO Academy

It is with great pride that I announce that due to the input and contributions of many active North Carolina Wing Unit Public Affairs Officers, CAP National HQ / PA awarded the **CAP Outstanding PAO Academy Committee Service Award** to the NCWG PAO Office for *“superior performance and excellence as a member of the inaugural 2007 PAO Academy Committee”*. Although this prestigious CAP National PAO Award was issued to me for serving on this academy formation committee, it was due to all the hard work YOU have done at the local unit level which enabled me to participate in the formation of the first ever CAP National PAO Academy as a committee member and academy speaker. As with so many other organizational awards, they are usually issued to one individual but it is through the hard work and dedication of many ACTIVE members behind the scenes that make the award possible. As a committee member, I took your input to many PAO issues and reflected that in my work on the committee as the formation and coordination of this first ever National PAO Academy took shape. An even higher honor was that only two other Wing level PAO's, nationwide, were selected to serve on this committee. The remaining committee members were CAP National HQ staff.

The NCWG Deputy PAO, 1st Lt Don Penven attended this PAO academy and due to his NCWG on-line newsletter “Carolina Wingspan”, Don Penven was awarded the **2007 Major Howell Balsem CAP Public Affairs Exceptional Achievement Award**. Don has done a superb job on the NCWG newsletter and this entire Wing benefits directly from it. Not because Don Penven is on the NCWG PAO staff, but due to his professionalism and undying dedication to CAP, Don Penven is OUTSTANDING! I want to thank all of you active Unit PAO's who have garnered CAP National HQ / PA attention through the year due to your professional releases and other PAO activities. These high awards are a direct reflection on you and the quality of your unit's PAO program.

Again, I want to thank each and every active NCWG Unit PAO for making these awards possible.

Lt Col Anthony Biondo Jr
Director Public Affairs
North Carolina Wing
CAP / U.S. Coast Guard Auxiliary 5th District Southern Region Liaison

NTSB Report

Clayton, NC - On September 21, 2007, about 1010 eastern daylight time, a North American Navion, N8844H, registered to and operated by a private individual, crashed into a restaurant located in Clayton, North Carolina. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 personal flight from Conway-Horry County Airport, Conway, South Carolina, to Culpeper Regional Airport, Culpeper, Virginia. The airplane was destroyed by impact and a postcrash fire, and the private-rated pilot, the sole occupant, was fatally injured. There were no reported injuries to persons on the ground. The flight originated about 0916, from Conway-Horry County Airport.

According to preliminary air traffic control information, the pilot did not establish contact with any air traffic control facility. Witnesses who were located near the crash site reported low level clouds in the area, and two reported seeing the airplane emerge from clouds. The airplane was then observed banking to the right, and one witness reported that the right bank angle increased as the airplane approached nearby 40 foot-tall powerlines. The airplane descended while in a right bank, impacted a parking lot, then traveled into the restaurant where an explosion was then heard. Another witness reported first hearing a sputtering sound from the engine, then reported seeing the airplane abruptly bank to the right and crash first onto the parking lot, followed by the restaurant.

Preliminary examination of the accident site revealed no damage to 40 foot-tall powerlines that were located on the south side of the nearly eastbound lanes of Highway 70 East. Five nearly parallel ground scars in the asphalt of the restaurant parking lot were noted 133 feet 8 inches from the location of the powerlines. The airplane came to rest inverted inside the restaurant, and was located 271 feet 10 inches from the location of the powerlines. Preliminary examination of the wreckage revealed the engine separated from the airframe, and the propeller separated from the engine. The propeller hub was fractured, and the engine and 2 of the 3 propeller blades were located inside the restaurant. The remaining propeller blade was located in a residential area approximately 234 degrees and 280 feet from the location of the restaurant.

Johnston Co. Cadets Receive Mitchell Awards

Representative Daughtry Presents CAP Awards

Smithfield, N.C.—Rep. Leo Daughtry, representing District 26 in the N.C. General Assembly, presented the Civil Air Patrol’s General William “Billy” Mitchell Award to four Johnston County Civil Air Patrol cadet members during a recent awards ceremony held at St. Paul’s Episcopal Church in Smithfield. Receiving the Awards were: c/2Lt. Joshua Rose of Clayton, c/2Lt. Kathryn Cook of Smithfield, c/2Lt. Glen Edwards of Clayton, and c/2Lt. Garrett Scott of Clayton.

The award Rep. Daughtry presented honors the late Brigadier General Billy Mitchell, aviation pioneer, advocate, and staunch supporter of an independent Air Force for America. The Civil Air Patrol’s Billy Mitchell Award has existed since 1964, which is earned after completing the first eight of the sixteen achievements of the Civil Air Patrol Cadet Program. In addition, the cadet must pass a comprehensive 100-question examination testing leadership theory and aerospace topics.

Since its inception over forty years ago, more than 42,000 cadets have earned this honor. Upon earning the Mitchell Award, cadets are promoted to the grade of Cadet 2nd Lieutenant and may then apply for a variety of scholarships and CAP special activities. Cadets who later enter the Civil Air Patrol’s Senior Member program, are eligible for immediate promotion to Civil Air Patrol 2nd Lt. at age 21. Additionally, Cadets who receive the Mitchell Award are eligible for promotion to the grade of E-3 (Airman First Class) should they choose to enlist in the United States Air Force.

Lt. Col. Donald A. Beckett
PAO, Johnston Co. Cadet Sqdn.



Two CAP leaders killed in plane crash

Pacific Region director of operations, Nevada Wing commander en route to Rosamond, Calif.

Nov. 9, 2007

MAXWELL AIR FORCE BASE, Ala. – Two nationally recognized and highly regarded members of the Civil Air Patrol – Col. Edwin W. Lewis Jr., director of operations for CAP's Pacific Region, and Col. Dion E. DeCamp, commander of CAP's Nevada Wing – died Thursday evening when their CAP plane crashed south of Las Vegas.

Lewis had traveled to Nellis Air Force Base in Las Vegas to drop off a CAP airplane to be used as an airshow display. He and DeCamp were apparently en route to Rosamond, Calif., Lewis' hometown, when the crash occurred.

Lewis and DeCamp had enjoyed long and distinguished careers, both in the U.S. Air Force and the Civil Air Patrol. Most recently, both men were actively involved in the search for legendary American aviator Steve Fossett. Lewis, 71, had served in the Civil Air Patrol for more than 50 years. He was a former national vice commander, elected in August 1993. He served in that capacity for one year. Before that, he served as Pacific Region commander for four years. He also was California Wing commander from 1978 to 1982.

Lewis was both a CAP and USAF command pilot with more than 28,000 flight hours. He retired from Pan Am as a commercial airline pilot in 1989 to become a research pilot with NASA. Since 1997, he worked at Dryden Flight Research Center at Edwards Air Force Base, Calif., where he instructed in four aircraft – C-12, C-20A, DC-8 and T-34C – supporting NASA-Dryden flight test programs. He also was the center's aviation safety officer.

Lewis' military awards include the Distinguished Flying Cross, Bronze Star, Air Medals, Meritorious Service Medal and others. His CAP awards include Distinguished Service Medals, Exceptional and Meritorious Service Awards, Gill Rob Wilson Award, the Search and Rescue ribbon, and others. He is married to the former Midge Chrestenson. They have two adult sons, Eric and Steven.

Lewis was a region advisor for the Fossett search. DeCamp, 73, of Reno, Nev., has been commander of the Nevada Wing since 2003. Most recently, he led the wing's initial search efforts for Fossett, who disappeared on Labor Day during a solo flight in Nevada. The search for Fossett, who has yet to be found, was the largest in the Civil Air Patrol's modern-day history.

DeCamp is married to CAP Lt. Col. E.J. Smith, who also served as search Incident Commander during the Fossett mission. He is survived by adult son, Michael and two daughters, Kristin and Gayle. Col. DeCamp joined CAP in 1994 having served as Nevada Wing director of operations, vice commander, representative to the Nevada state SAR Board and Pacific Region director of operations training before becoming Nevada Wing commander.

Julie DeBardelaben

Deputy Director of Public Affairs

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